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THE BATTLE ON THE MISSISSIPPI

The problem of flood prevention in the lower Mississippi basin appears to be changing from an engineering consideration to a matter of politics, oratory, or "what will you have." The problem is now, "Who pays the bill?"

Immediately after the flood, army engineers began considering the best method of preventing a future flood. Recently Major-General Jadwin, Chief of Army Engineers, recommended a plan for flood control which involved the abandonment of the "levee only" principle of flood control, and provided for a spillway just above New Orleans, and diversion floodways in the Atchafalaya and Tensas basins. The plans also called for a river bank from Cairo, Illinois, to New Madrid, Missouri, and the strengthening, raising, and setting back of levees with improvements in the navigation channels. The plan in itself seems to be the logical procedure, and is the result of a great amount of study of the problem at hand.

Naturally such improvements are expensive. This plan calls for the expenditure of \$296,400,000 over a period of ten years. Of the amount mentioned, \$185,400,000 is to be spent for flood control works, the Federal Government contributing 80% and the states affected 20%. The other \$111,000,000 will be spent by the government alone on channel stabilization. The financial aspect of the problem is causing the delay and trouble in starting operations.

The Southern states along the river argue that the Federal Government should take complete charge of the affair and pay the bill. They maintain that the flooded areas are not in financial condition to bear their part of the expense. On the other side, President Coolidge in a message to Congress, points out that, "Under the present law, land adjacent to the dikes has paid one-third of the cost of their construction." And further on, that even though the waters do not originate on the land to be reclaimed, "such waters have a right of way through the section of the country, and the land there is charged with that easement," and later, "To say that it is unable to bear

any of the expense of reclamation is the same thing as saying that it is not worth reclaiming."

The recommendations of the President and the army engineers seem to be the practical solution, and at least point the way to prevention of a future flood of the proportions of the last one. It is too much to hope that the Mississippi will kindly hold up further floods until it is decided who gets the most pork, and whether the Federal Government should pay 66 2/3%, 80%, or merely 100% of the bill.

THE ENGINEER OF THE FUTURE

Insofar as leadership depends on favoring circumstances, engineers have solid grounds for optimism. The era of a dynastic type of individual domination in industry and of political leadership in public works and services is in its wane and there is emerging a new type of administration by a professional group into which the engineer fits admirably.

In visioning the engineer of tomorrow, it seems plain that a career in independent practice will be open only to a small and diminishing minority. The consulting engineer will remain a distinguished professional type, but scarcely a model for the entire scheme of engineering education. The services of the profession will be more largely administrative, making the art of organizing men no less prominent than the art of controlling material nature. The services of engineers in the line of operating activities of industry bid fair to overtake their advisory or planning activities. Specialization is plainly on the increase.

Few men will have occasion to practice a wide variety of engineering activities, but many will need to be expert in some one realm and intelligent in many realms.

W. E. Wickenden in a preliminary report on engineering education presented at 34th Annual Meeting of the Society for the Promotion of Engineering Education at State University of Iowa, June 16-18, 1926. Engineering Education, Vol. XXXIV, pages 23-24.

FOR 1928

Now is the time when all good men are busily engaged in breaking New Year's Resolutions. There seems to be only one type of resolution that is not broken in the first week of January. Such resolutions are as follows: Miss A resolves to have longer and larger dates in 1928. Mr. B resolves to smoke one package of cigarettes on each and every day of the new year. Such resolutions, however, do not reflect the true spirit of New Year, because they are not honored by their breach, and thus can never hope to be truly classed as full fledged resolutions.

Here is a class A resolution which we recommend as an ideal, and which should be broken at 12:01 A. M. January the first:

A. I resolve to make myself thoroughly unpopular during 1928, and to pay particular attention to the losing and avoiding of friendships.

I. In accomplishing this ideal I will follow out the steps as outlined below.

- a. Keep the idea in mind that the other fellow is always wrong. Tell him so in a loud tone of voice.
- b. Believe firmly that I am right most of the time. Tell the world about it.
- c. Minimize the accomplishments of others. Make frequent use of the phrase: "Any one could do that."
- d. Devote one hour every day to thinking up cutting remarks. Nothing is so effective as a dirty dig, perfectly true and delivered at the right time.
- e. Tell every one about the people I dislike, and why I dislike them. I am bound to tell my tale to a friend of the third party sooner or later.
- f. Be conscientiously insulting at all times.

By following these few rules no one need be bothered by friends. Place this resolution at the head of your list, and break it first.

THE EXPERIMENT STATION

How many engineers know of the work and purposes of the Engineering Experiment Station, the research department of the college? Yet the Station was established in 1913 and has been functioning quietly but effectively for nearly fifteen years. In 1925 its facilities were augmented by the construction of the first unit of a special research building. Recently the yearly appropriations have been more than doubled, and the scope of the Station's activities greatly increased.

In his feature article, David Chancellor describes the purposes and equipment of the Station and its service to the industries of Ohio.